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Mr. President, I support this amendment and oppose any substitute to it. There can be no substitute for justice. What women want is equality, nothing more, nothing less. The concept of justice is simple, but its achievement is never easy. It takes hard work, long years, persistent attention, and courage in the face of adversity, but justice is never defeated. I urge the Senate to respond unanimously to this longstanding call to justice.

By Mr. RANDOLPH (for himself, Mr. BOGGS, Mr. BURDICK, Mr. CRANSTON, Mr. EAGLETON, Mr. FONG, Mr. GURNEY, Mr. HARRIS, Mr. HART, Mr. HATFIELD, Mr. HUMPHREY, Mr. INOUE, Mr. JORDAN of North Carolina, Mr. MCGOVERN, Mr. MCINTYRE, Mr. MONDALE, Mr. NELSON, Mr. ROTH, Mr. SCHWEIKER, Mr. STEVENS, Mr. STEVENSON, Mr. TOWER, and Mr. TUNNEY):

S.J. Res. 80. A joint resolution expressing the support of the Congress that the United States should convene in 1971 an International Conference on Ocean Dumping. Referred to the Committee on Foreign Relations.

INTERNATIONAL CONFERENCE ON OCEAN DUMPING

Mr. RANDOLPH. Mr. President, in the past the oceans have been regarded as "infinite-sinks" for the disposal of society's wastes. Recent evidence of the degradation of the quality of marine and ocean environments demonstrate the facilities of this past assumption. Intentional and unintentional discharges often produce adverse effects on the marine environment of the entire world.

Emphasis was placed on ocean dumping as an environmental problem in the October 1970, report to the President, prepared by the Council on Environmental Quality.

On February 8, in his program for a better environment, President Nixon proposed legislation governing the dumping or disposal of materials into the oceans, estuaries, or the Great Lakes.

This problem, however, is global in scope. Reliance on routine diplomatic channels for international resolution of this issue is inadequate to meet the challenge. A United Nations' Conference on the Human Environment is planned for June 1972 in Sweden. At that time the United States must be prepared to offer for consideration an international policy governing ocean disposal of materials.

Therefore, I take this opportunity to reintroduce the resolution I introduced on December 8, 1970, expressing the support of the Congress that the United States convene in 1971 an International Conference on Ocean Dumping. Such a gathering could be a valuable preliminary meeting to the United Nations' conference in 1972.

I do not believe we can delay unnecessarily in mobilizing the world's talent and resources in support of this effort to protect the environmental qualities of our world's seas.

By Mr. WILLIAMS:

S.J. Res. 81. A joint resolution to authorize the President to proclaim the last Friday of April 1971 as "National Arbor Day." Referred to the Committee on the Judiciary.

NATIONAL ARBOR DAY

Mr. WILLIAMS. Mr. President, today I introduce, for appropriate reference, a resolution that would authorize the President to proclaim the last Friday in April, 1971, as "National Arbor Day."

When Arbor Day was first originated in 1872 in the State of Nebraska, the purpose was to relieve the problem of a shortage of trees by encouraging each citizen of the State to plant a tree. The project was so successful that other States soon set aside special days for this particular event.

Today, the observing of Arbor Day significantly represents the preserving of our precious gift of nature.

I ask that action be quickly taken on this resolution so that all Americans may observe "National Arbor Day."

ADDITIONAL COSPONSORS OF BILLS AND JOINT RESOLUTIONS

S. 571

At the request of Mr. PEARSON, the Senator from New Mexico (Mr. MONTOYA) and the Senator from Oklahoma (Mr. HARRIS) were added as cosponsors of S. 571, a bill to amend the Federal Meat Inspection Act relating to the importation of meat and meat products into the United States.

S. 743

At the request of Mr. MCGOVERN, the Senator from Indiana (Mr. BAYH) was added as a cosponsor of S. 743, a bill to designate the birthday of Martin Luther King, Jr., as a legal public holiday.

S. 967

At the request of Mr. PEARSON, the Senator from Minnesota (Mr. MONDALE) was added as a cosponsor of S. 967, a bill to promote economic opportunity in communities and industries which suffer a reduction in defense-related production and employment caused by shifting patterns of Federal procurement and for other purposes.

S. 983

At the request of Mr. MANSFIELD, on behalf of Mr. MAGNUSON, the Senator from Minnesota (Mr. HUMPHREY) was added as a cosponsor of S. 983, a bill to protect consumers against unreasonable risk of injury from hazardous products and for other purposes.

S. 1018

Mr. FULBRIGHT. Mr. President, I am pleased to join as a cosponsor of S. 1018, introduced by Senator CHURCH, to amend the Rail Passenger Service Act of 1970 in order to expand the basic rail passenger transportation system.

It is most regrettable that the national rail system announced by the National Railroad Passenger Corporation—Railpax—completely omits the State of Arkansas, as well as certain other States and major cities.

This legislation (S. 1018) would re-

quire that the basic system be extended "to provide adequate intercity rail passenger service to a major population area of each of the contiguous 48 States."

I believe this bill would be consistent with the original purpose of the legislation establishing the National Railroad Passenger Corporation which was to bring about improved railroad passenger service for the American people. However, instead of improved and more attractive and practical rail service, Arkansas is to be left with none at all.

One of the obvious needs in this country is to provide the less-populated areas of the country with the amenities and services which would enable us to ease the pressure on our heavily burdened urban areas.

Arkansas is not one of the most populous States; nonetheless, it is growing and the State has a population of about 2 million, ranking 32d among the 50 States in the 1970 census. There is no reason why this large number of people should be penalized and left without a service that could and should be increasingly important in the future. It is true that some of the State's population will have access to service at Memphis, but there will be no trains to or from any Arkansas city as the Railpax system now stands.

Railpax selected a longer, circuitous route between Chicago and Houston rather than a more direct one that would have gone through St. Louis, Little Rock, and Texarkana.

As the Arkansas Industrial Development Commission stated in a resolution on this subject:

Arkansas industrial growth and the public need requires adequate, dependable passenger services in first-class passenger equipment from and to Arkansas . . .

We have allowed passenger train service in this country to deteriorate and now have an unbalanced transportation network, with an overemphasis on automobile and plane travel. It is important that we begin to restore this balance, and to make rail service available to people in all the States. I would emphasize that the service must be efficient and reliable, such as that in Western Europe and Japan, where the railroads have continually improved and are an integral part of the transportation systems.

As the final report on the Basic National Rail Passenger System states:

If rail passenger service is to be a viable element in a national transportation system, it must reverse the severe decline in patronage experienced in recent years. Only major improvements in the quality of service can generate increased demand.

The point is that because of the low-quality, unattractive service which has existed in recent years, many people have turned away from the idea of traveling by train, and will, in effect, have to be reeducated as to the advantages of railroad travel.

Mr. President, the Arkansas Gazette in Little Rock has published an excellent editorial on this subject, particularly in regard to the omission of Arkansas from the Railpax system. I would like to quote